AIRCRAFT ACCIDENT
IDENTIFICATION
NO.

710 29 102

NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ✓ REVIEWED: ✓ LOGGED: JTS PUNCHED: ✓ VERIFIED: P 22 MAR 1968

CLOSED 13 MAY 1968

231D

CARD 1

01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
RECORD IDENTIFICATION														Aircraft Model							AIRCRAFT BUREAU NUMBER															Time of Mishap				
Date						Type Report	Log Line Number		Aircraft Number		Source	Don't Count	Enemy Action	Mission Modif.	Basic Mission		Design Number			Series Symbol	Model Code						Reporting Custodian				Type Duty			Major Command	CONDITION	LOCAL TIME			
Cal. Yr.		Mo.		Day																																				
6	7	1	Ø	2	9	1	Ø	2	Ø	1	2			U	H	Ø	Ø	1	B		8	3	6	3	8	6	7	2	2	9	7	3	2	2	1	2	1	4	4	Ø

42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
Acdt. Dmg.	Acft. Dmg.	Acdt. Inj.	Acft. Inj.	Hull Number			Kind of Flight			Clearance	Location										FAC. RWAY DESCRIP.						FAC. SHIP DESCRIP.					LOC'N			Trans. Code	Card Number		
											NAME CODE							Bearing From		Dist. From	Distance	Area	Runway Heading		Length	WAS DUTY RWY USED?	Ship Type		Ship Course		Ship Speed	Initial Contact	Final Rest					
C	C	G	G				L			3	B		V	T	N	A	M																		A	8	1	8

CARD 2

12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
RELATIVE WIND							Alt. of Emergency																															
Direction		Velocity		Density Altitude			Above Terrain			Pressure Altitude			Acft. Gross Weight						Fiscal Year		Fleets and Hawks.																	
1	1	7	2				A	Ø	2				Ø	Ø	Ø	7			6	8																		

50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
			PROPERTY DAMAGE COST						Total Occupants This Acft.		Aircraft Injury Summary																Trans. Code	Card Number		
			Gov't.			Non Gov't.					TOTAL INJURIES "A" "U" "L"		"A" Injuries		"U" Injuries		"L" Injuries													
											Navy	Non Navy	Navy	Non Navy	Navy	Non Navy	Navy	Non Navy												
			Ø	Ø	Ø	Ø	Ø	Ø	Ø	4	1	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	A	8	2	8

AIRCRAFT 1 OF 1

CODE SHEET 1 OF 18

NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: *[initials]* REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 3

RECORD IDENTIFICATION										
Date						Type Report	Log Line Number		Aircraft Number	
Cal. Yr.		Mo.		Day						
01	02	03	04	05	06	07	08	09	10	11
6	7	1	0	2	9	1	0	2	0	1

Aircraft Injury Summary (cont'd)																														
"B" Injuries				"C" Injuries				"D" Injuries				"E" Injuries				"F" Injuries				"G" Injuries				Total Injuries				No. Occupants All Acft. Involved		
Navy		Non Navy		Navy		Non Navy		Navy		Non Navy		Navy		Non Navy		Navy		Non Navy		Navy		Non Navy		Navy		Non Navy				
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	4

ESCAPE SYS. DATA																	Component separated from Acft		Pri Acdt. Type		Pri Phase of Operation			1st Acdt. Type (Per mi combat o.k.)		1st Phase of Operation			2nd Acdt. Type		2nd Phase of Operation			Trans. Code	Card No.		
Sys.	Component		Spec. Data																																		
43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																	1	8	E	9	5	2		E	9	5	2		X	H	5	2		A	0	3	0

CARD 4

		3rd Acdt. Type		3rd Phase of Operation			Type Operations		Contributing Causes							Pilot Error Causal Fac.						Pilot Factor After Fact.		Other Personnel Causal Factor						Other Pers. Factor After Fact		Inv. Mat. Comp. 1st Causal Factor					
																First		Second		Third				First		Second		Third				Cross Ref.	Component	Ass'y.		Sub Ass'y.	
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
		B	1	5	2		3	2	3	2	5													A	G							W	C	1	6	1	5

Involved Mat. Comp. (cont'd.)												Material Fact. After Fact						Acft. Design Comp. Causal Factor						DESIGN C F.			Trans. Code	Card No.		
2nd Causal Factor						3rd Causal Factor																								
Cross Ref.	Component	Ass'y.		Sub Ass'y.		Cross Ref.	Component	Ass'y.		Sub Ass'y.		Cross Ref.	Component	Ass'y.		Sub Ass'y.		Cross Ref.	Component	Ass'y.		Sub Ass'y.		Special Equipment	Pilot Equipment					
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																											A	0	4	0

AIRCRAFT 1 OF 1

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NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [initials] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 6

RECORD IDENTIFICATION — Date: Cal. Yr.		Mo.		Day		Type Report	Log Line Number		Aircraft Number		Weather Causal Factor						Facility Causal Factor	Facility Fact. After Fact	Environ. Factor								
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
6	7	1	0	2	9	1	0	2	0	1									R								

Cause + Factor Primary (Misc / Wx / Pers / Fact / Factor): Mat	X Ref	COMM	Ass'y.		Sub Ass'y.		Cause + Factor 1st Possible (Misc / Wx / Pers / Fact / Factor): Mat	X Ref	COMM	Ass'y.		Sub Ass'y.	
29	30	31	32	33	34	35	36	37	38	39	40	41	42
3		C	1	6	1	5							

Cause + Factor 2nd Possible (Misc / Wx / Pers / Fact / Factor): Mat	X Ref	COMM	Ass'y.		Sub Ass'y.		Cause + Factor 3rd Possible (Misc / Wx / Pers / Fact / Factor): Mat	X Ref	COMM	Ass'y.		Sub Ass'y.		Cause + Factor 4th Possible (Misc / Wx / Pers / Fact / Factor): Mat	X Ref	COMM	Ass'y.		Sub Ass'y.		Special Attention
43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64

Special Data and Conditions												Trans. Code	Card Number		
65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
												A	0	6	0

CARD 8

								3M — Material Special Data — First: Cross Ref.	3M HowMal Code			Second: Cross Ref.	3M HowMal Code			Third: Cross Ref.	3M HowMal Code		
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
									A	A	A		C	0	4		C	3	7

Fourth: Cross Ref.	3M HowMal Code			Fifth: Cross Ref.	3M HowMal Code			Manus. Prior To Occur.	OPERATOR INCAPACITATED C.F.								
32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49

																											Trans. Code	Card Number		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																											A	0	8	0

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NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: Sd REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 9

RECORD IDENTIFICATION: Date: Cal. Yr.		Mo.		Day		Type Report	Log Line Number		Aircraft Number		1st Flight After Maint.	D. I. R.
01	02	03	04	05	06	07	08	09	10	11	12	13
6	7	1	0	2	9	1	0	2	0	1	F	

Aircraft Data: Tour		Hours Since Acceptance			Since Last Insp.: Type	Hours			Days		Since Last Par/O'Haul: Activity	Hours				Months		Power Plant Model Number							
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
		5	9	0	1		1	6		5											T	5	3	L	5

Power Plant Serial Number										Primary Involved Material Component: Manufacturers Part Number															
40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65
	/																M	S	1	7	8	3	5	-	4

Total Hours				Since Last Par/O'Haul: Activity	Number	Hours					Trans. Code	Card Number		
66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
											A	0	9	0

CARD 10

Pri. Inv. Mat. Comp. (cont'd) Since Last Check Perf.: Type	Hours			Days	
12	13	14	15	16	17
1		1	6		5

Possible or Secondary Involved Material Component: Manufacturers Part Number																Total Hours			
18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37

Since Last Par/O'Haul: Activity	Number	Hours				Since Last Check Perf.: Type	Hours			Days	
38	39	40	41	42	43	44	45	46	47	48	49

																											Trans. Code	Card Number		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																											A	1	0	0

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NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 11

RECORD IDENTIFICATION

Date: Cal. Yr.		Date: Mo.		Date: Day		Type Report	Log Line Number		Aircraft Number	
01	02	03	04	05	06	07	08	09	10	11
6	7	1	Ø	2	9	1	Ø	2	Ø	1

Controlling LSO's Carrier Pass Description

Start: Alt.	Speed	Speed Modif.	Line-Up	Line-Up Modif.	Power	Nose Position	Middle: Alt.	Speed	Speed Modif.	Line-Up	Line-Up Modif.	Power	Nose Position
12	13	14	15	16	17	18	19	20	21	22	23	24	25

In-Close: Alt.	Speed	Speed Modif.	Line-Up	Line-Up Modif.	Power	Nose Position	Ramp: Alt.	Speed	Speed Modif.	Line-Up	Line-Up Modif.	Power	Nose Position
26	27	28	29	30	31	32	33	34	35	36	37	38	39

C L C P D (cont'd) — TOUCH-DOWN

Alt.	Speed	Speed Modif.	Line-Up	Line-Up Modif.	Power	Nose Position
40	41	42	43	44	45	46

																														Trans. Code	Card Number		
47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																															1	1	Ø

CARD 12

12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49

											File or Serial Number (Pilot)							Rank/Rate	Br. of Service	Age		Yrs. D.N.A.	Status	Position	Inj. to Indiv.	Abandon A/C	Trans. Code	Card Number		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
												(b) (6) [redacted]							5	3	8	Ø	A	2	G	1	A	1	2	Ø

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NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [initials] REVIEWED ___ LOGGED: ___ PUNCHED: ___ VERIFIED: ___

CARD 13

RECORD IDENTIFICATION																						
Date: Cal. Yr.		Mo.		Day		Type Report	Log Line Number		Aircraft Number		Pilot Factor Inv.	Service Tour	Instrument Card	Emerg. Syst. Train. Last 6 Months		Emerg. Syst. Train. Last 12 Months		Instrument Trainer Last 6 Months		Instrument Trainer Last 12 Months		
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	
6	7	1	Ø	3	9	1	Ø	3	Ø	1	3		2			Ø	Ø			Ø	Ø	

Time All Models Total		Time All Models Last 3 Months		Time This Model Total		Time This Model Last 3 Months		Inst. Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Helo Time		Number of: Total	Day	Nite	Total Day This Model	
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Ø	5	1	6	3	3	1	6	Ø	4	3	5	4	Ø	Ø	Ø		Ø	Ø

Carrier Landings: Total Nite This Model		This Model Day Last 30 Days		This Model Nite Last 30 Days												File or Serial Number (Co-Pilot)						
42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Ø	Ø	Ø	Ø	Ø	Ø																	

Rank/Rate	Br. of Service	Age	Yrs. D.N.A.	Status	Position	Inj. to Indiv.	Abandon A/C	Pilot Factor Involved	Service Tour	Instr. Card		Trans. Code	Card Number		
65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
												A	1	3	Ø

CARD 14

Emerg. Syst. Train. Last 6 Months		Last 12 Months		Instrument Trainer Last 6 Months		Last 12 Months		Time All Models Total		Last 3 Months		Time This Model Total		Last 3 Months		Inst. Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Helo Time	
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33

Number of Carrier Landings: Total	Day	Nite	Total Day This Model		Total Nite This Model		This Model Day Last 30 Days		This Model Nite Last 30 Days						
34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49

					File or Serial Number (Instr. Plt. in Other A/C)							Rank/Rate	Br. of Service	Age	Yrs. D.N.A.	Status	Position	Inj. to Indiv.	Abandon A/C	Pilot Factor Involved	Service Tour	Instr. Card					Trans. Code	Card Number		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																												1	4	Ø

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(COMMON TO BOTH CARDS) CODED: ✓ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 15

RECORD IDENTIFICATION											Emerg. Syst. Train.		Instrument Trainer		Time All Models				Time This Model						Number of Carrier →					
Date																														
Cal. Yr.	Mo.		Day			Type Report	Log Line Number		Aircraft Number		Last 6 Months	Last 12 Months	Last 6 Months	Last 12 Months	Total		Last 3 Months		Total		Last 3 Months		Inst. Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Helo Time		Total	Day	Nite	Total Day This Model	Total Nite This Model
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
6	7	1	Ø	2	9	7	Ø	8	Ø	1																													

Landings									Name (Instr. Plt. in Other Acft.)																		Number of Personnel Records					Trans. Code	Card Number		
This Model Day Last 30 Days		This Model Nite Last 30 Days				This Individual in Acft.																															
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																													Ø	4						A	1	5	#

CARD 16

P								File or Serial Number (All Persons)						Name								Rank/Rate	Br. of Service	Age	Yrs. Exper.	Status	Position	Inj. to Indiv.	Abandon A/C	Card Code 65				
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
P								(b) (6)						(b) (6)								5	8	Ø	A	2	C	1						

Equip 1						Equip 2					Equip 3					Equip 4						Person Sequence Number	Trans. Code	Card Number		
Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data		Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data	Basic Equip.	Spec. Equip	Problem or Condition	Phase Existed	Special Data						
50	51	52	53	54	55	56	57	58	59	60	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
F	A					A	4				E	A					E	Ø						Ø	1	A	1	6	#

PERSONNEL 1 OF 4

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NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [initials] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 21

RECORD IDENTIFICATION: Date – Cal. Yr. (01–02)	Mo. (03–04)	Day (05–06)	Type Report (07)	Log Line Number (08–09)	Aircraft Number (10–11)
67	10	29	1	02	01

Equip 45 (12–17): Basic Equip., Spec. Equip., Problem or Condition, Phase Existed, Special Data	Equip 46 (18–23)	Equip 47 (24–29)	Equip 48 (30–35)	Card Code 66 (36–37)	ACFT DESCRIPT (38)	MISHAP DESCRIPTOR (39)	Topic of Mishap (40)
				66	D	F	A

Type of Egress (41)	Eject. Info. (42)	43–49	Egress Problems – Prior (50–52), During (53–55), Subsequent (56–58) Prob	Type/Mod. Eject. Seat (59)	60	Firing Method Seq. Eject. (61)	Seat Position (62)	Altitude/Manen. A/C at Exit (63)	Altitude When Ejected (64–65)	Airspeed (66–67)	Weight (68–69)	Alt. Chute Open (70–71)	In Crash Area (72)	Time in Water (73–74)	Person Sequence Number (75–76)	Trans. Code (77)	Card Number (78–80)
K															01	A	210

CARD 22

Time in Raft (12–13)	Vertebral Fractures (14–17)	Eject. Fatal Causes – Pri. (18)	Sec. (19)	Injury (20)	Combat Zone (21)	22–29	Card Code 67 (30–31)	Wind Velocity in Knots (32–33)	Wave Height (34)	Wave Interval in Seconds (35)	Visibility (36)	Air Temperature (37–38)	Water Temperature (39–40)	Alerting Factors – 1st Factor (41)	2nd Factor (42)	3rd Factor (43)	Located Site (44)	Survivor Left Site (45)	Means of Locating (46–48)	49
				G	8		61	04			3	85		E			H		AD	

Survival Factors (50–51)	Fatals Time Lapse From: Mishap to Site Locat. (52)	Site Locate to Victim (53)	Mishap to Death (54)	Time Lapse Last Training: Low Press. Chamber (55)	Eject. Tower (56)	Eject. Seat (57)	Survival (58)	Training Factors (59–61)	62–74	Person Sequence Number (75–76)	Trans. Code (77)	Card Number (78–80)
								B		01	A	220

PERSONNEL 1 OF 4

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(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED ____

CARD 29

RECORD IDENTIFICATION: Date – Cal. Yr.		Mo.		Day		Type Report	Log Line Number		Aircraft Number	
01	02	03	04	05	06	07	08	09	10	11
6	7	1	Ø	2	9	1	Ø	2	Ø	1

Other Factors To Be Considered: Habit Interfe Wrong Cont.	Confus of Contr. Other	Misread Instruments	Misinterpret Instruments	Misled by Faul Instrum.	Vis. Rest. by Equip. Struct.	Task Over-Saturation	Inadequate Good/Timing	Misjudged Speed/Dist.	Wrong Cours of Action	Delay Taking Nec Action	Violation of Flt. Discip	Navigational Error	Inadvertant Operation	Other
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26

CARD CODE 77		Disposition	Body Position	Direction Facing	Physical Defects Post Crash Exam.: Visual Acuity or None	Hearing	Cardio-Vascular	Neuromuscul Skeletal	Gastro-Intestinal	Respiratory	Urogenital	Other Abnormal	Reason for Grounding
27	28	29	30	31	32	33	34	35	36	37	38	39	40
7	7	1	1	1	Ø								

Estimated Duration of Grounding		Pri. Cause of Death Diagnosis Number				Autopsy: Preformed	Protocal	Conducted By	Lab Toxicological Test On: Blood or None	Urine	GI Contents	CNS Contents	Muscle Tissue	Visceral Tissue	Other	Ultra-Viol or Oth Special Investig
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
									Ø							

CARD CODE 78		Unconsciousness	Internal Injury: Head, Neck or None	Thorax	Abdomen	Other	Cerebral Concussion	Facial Injuries	Intra Oral Injuries	Eye Injuries							Person Sequence Number		Trans. Code	Card Number		
58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
7	8																Ø	1	A	2	9	0

CARD 30

Fractures – Group A: Cranial or None	Facial	Cervical	Thoracic	Lumbar	Sacral	Coccygeal	Shoulder Girdle	Rib	Group B: Pelvis or None	Upper Arm	Lower Arm	Hand Incl. Fingers	Upper Leg	Lower Leg	Foot Incl. Toes	Other Fractures
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28

Dis-Locations – Group A: Jaw or None	Cervical Vertebral	Thoracic Vertebral	Lumbar Vertebral	Saccral Vertebral	Coccygeal Vertebral	Shoulder Girdle	Ribs	Pelvis	Group B: Shoulder or None	Elbow	Wrist	Hand Fingers	Hip	Knee	Ankle	Foot Toes	Other Dislocations	CARD CODE 79		
29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
																		7	9	

Amputations/Avulsions: Head, Neck or None	Trunk	Upper Extrem.	Lower Extrem.	Other	Soft Tissue Injuries – Group A: Lacerations or None	C.S.S. Head	Abrasions Head	Lacerat Neck	C.S.S. Neck	Abrasions Neck	Lacerat Thorax	C.S.S. Thorax	Abrasions Thorax
50	51	52	53	54	55	56	57	58	59	60	61	62	63

Group B: Lacerations Abdom/None	C.S.S. Abdomen	Abrasions Abdomen	Lacerat Up Extr	C.S.S. Up Extreme	Abrasions Up Extr	Lacerat Low Extr	C.S.S. Low Extreme	Abrasions Low Extr	Other S.T. Injuries	Asphyxiation Suspected	Person Sequence Number		Trans. Code	Card Number		
64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
														3	0	0

PERSONNEL 1 OF 4

AIRCRAFT 1 OF 1

CODE SHEET 9 OF 18

NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: *[initials]* REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 15

RECORD IDENTIFICATION

Date: Cal. Yr.		Date: Mo.		Date: Day		Type Report	Log Line Number		Aircraft Number	
01	02	03	04	05	06	07	08	09	10	11
6	2	1	0	2	9	1	0	2	0	1

Emerg. Syst. Train. Last 6 Months		Last 12 Months		Instrument Trainer Last 6 Months		Last 12 Months		Time All Models Total		Last 3 Months		Time This Model Total		Last 3 Months		Inst. Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Helo Time		Number of Carrier Total		Day		Nite	Total Day This Model		Total Nite This Model	
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40			

Landings: This Model Day Last 30 Days		This Model Nite Last 30 Days				This Individual in Acft.			Name (Instr. Plt. in Other Acft.)																					Number of Personnel Records							Trans. Code	Card Number		
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																																					1	5	0

CARD 16

P							File or Serial Number (All Persons)							Name										Rank/Rate	Br. of Service	Age	Yrs. Exper.	Status	Position	Inj. to Indiv.	Abandon A/C	Card Code 65				
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
P								(b) (6) [redacted]							C	A	P	O	Z	Z	I		D	J	C	1			I	I	G	1	6	5			

Equip 1: Basic Equip.	Spec. Equip.	Problem or Condition		Phase Existed Special Data		Equip 2: Basic Equip.	Spec. Equip.	Problem or Condition		Phase Existed Special Data		Equip 3: Basic Equip.	Spec. Equip.	Problem or Condition		Phase Existed Special Data		Equip 4: Basic Equip.	Spec. Equip.	Problem or Condition		Phase Existed Special Data			Person Sequence Number		Trans. Code	Card Number		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
F	A					E	A					E	0												0	2	A	1	6	0

PERSONNEL 2 OF 4

AIRCRAFT 1 OF 1

CODE SHEET 10 OF 18

NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 21

RECORD IDENTIFICATION											Equip 45						Equip 46						Equip 47						Equip 48						Card Code 66		ACFT DESCRIPT	MISHAP DESCRIPTION	Type of Mishap
Date					Type Report	Log Line Number	Aircraft Number				Basic Equip.	Spec. Equip	Problem or Condition	Phase Existed Special Data			Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data			Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data			Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data							
Cal. Yr.		Mo.		Day																																			
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
1	6	2	1	0	2	9	1	0	3	0	1																										D	F	A

Type of Egress	Eject. Info.								Egress Problems: Prior			During			Subsequent			Type/Mod. Eject. Seat		Firing Method Seq. Eject.	Seat Position	Attitude/Manoeu. A/C at Exit	Altitude When Ejected	Airspeed		Weight		Alt. Chute Open	In Crash Area	Time In Water		Person Sequence Number	Trans. Code	Card Number		
									Prob			Prob			Prob																						
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
K																																		0	3	A	2	1	8

CARD 22

Time in Raft		Vertebral Fractures				Eject. Fatal Causes: Pri.	Sec.	Injury	Combat Zone								Card Code 67		Wind Velocity in Knots		Wave Height	Wave Interval in Seconds	Visibility	Air Temperature		Water Temperature		Alerting Factors: 1st Factor	2nd Factor	3rd Factor	Located Site	Survivor Left Site	Means of Locating			
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
								G	8									6	7	0	4			3	8	5			E			H		A	D		

Survival Factors		Fatals Time Lapse From: Mishap to Site Locate	Site Locate to Victim	Mishap to Death	Time Lapse Last Training: Low Press. Chamber	Eject. Tower	Eject. Seat	Survival	Training Factors																		Person Sequence Number	Trans. Code	Card Number		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
									B																0	3	A	2	2	8

PERSONNEL 3 OF 4

AIRCRAFT 1 OF 1

CODE SHEET 11 OF 18

NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: W REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED ____

CARD 29

RECORD IDENTIFICATION: Date – Cal. Yr.		Mo.		Day		Type Report	Log Line Number		Aircraft Number		Other Factors To Be Considered: HABIT INTERFE WRONG CONT.	CONFUS OF CONTR. OTHER	Misread Instruments	MISINTERPRET INSTRUMENTS	MISLED BY FAUL INSTRUM.	VIS. REST. BY EQUIP. STRUCT.	Task Over-Saturation	Inadequate Good/Timing	Misjudged Speed/Dist.	WRONG COURS OF ACTION	DELAY TAKING NEC ACTION	VIOLATION OF FLT. DISCIP	Navigational Error	Inadvertant Operation	Other	CARD CODE 77		Disposition	Body Position	Direction Facing	Physical Defects Post Crash Exam.: VISUAL ACUITY OR NONE	Hearing	Cardio-Vascular	NEUROMUSCUL SKELETAL	Gastro-Intestinal	Respiratory	Urogenital	Other Abnormal	REASON FOR GROUNDING
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
6	2	1	Ø	2	9	1	Ø	2	Ø	1																7	7	1	1	1	Ø								

Estimated Duration of Grounding		Pri. Cause of Death Diagnosis Number				Autopsy: Preformed	Protocal	Conducted By	Lab Toxicological Test On: Blood or None	Urine	GI Contents	CNS Contents	Muscle Tissue	Visceral Tissue	Other	ULTRA-VIOL OR OTH SPECIAL INVESTIG	CARD CODE 78		Unconsciousness	Internal Injury: Head, Neck or None	Thorax	Abdomen	Other	Cerebral Concussion	Facial Injuries	Intra Oral Injuries	Eye Injuries							Person Sequence Number		Trans. Code	Card Number		
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
									Ø								7	8																Ø	2	A	2	9	0

CARD 30

Fractures – Group A: Cranial or None	Facial	Cervical	Thoracic	Lumbar	Sacral	Coccygeal	Shoulder Girdle	Rib	Group B: Pelvis or None	Upper Arm	Lower Arm	Hand Incl. Fingers	Upper Leg	Lower Leg	Foot Incl. Toes	Other Fractures	Dis-Locations – Group A: Jaw or None	Cervical Vertebral	Thoracic Vertebral	Lumbar Vertebral	Saccral Vertebral	Coccygeal Vertebral	Shoulder Girdle	Ribs	Pelvis	Group B: Shoulder or None	Elbow	Wrist	Hand Fingers	Hip	Knee	Ankle	Foot Toes	Other Dislocations	CARD CODE 79		
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
																																			7	9	

Amputations/Avulsions: HEAD, NECK OR NONE	Trunk	Upper Extrem.	Lower Extrem.	Other	Soft Tissue Injuries – Group A: LACERATIONS OR NONE	C.S.S. Head	Abrasions Head	LACERAT NECK	C.S.S. Neck	Abrasions Neck	LACERAT THORAX	C.S.S. Thorax	ABRASIONS THORAX	Group B: LACERATIONS ABDOM/NONE	C.S.S. Abdomen	Abrasions Abdomen	LACERAT UP EXTR	C.S.S. UP EXTREME	ABRASIONS UP EXTR	LACERAT LOW EXTR	C.S.S. LOW EXTREME	ABRASIONS LOW EXTR	Other S.T. Injuries	Asphyxiation Suspected	Person Sequence Number		Trans. Code	Card Number		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																												3	0	0

PERSONNEL 2 OF 4

AIRCRAFT 1 OF 1

CODE SHEET 12 OF 18

NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 15

RECORD IDENTIFICATION											Emerg. Syst. Train.		Instrument Trainer		Time All Models				Time This Model							Number of Carrier →					
Date																															
Cal. Yr.	Mo.		Day			Type Report	Leg Line Number		Aircraft Number		Last 6 Months	Last 12 Months	Last 6 Months	Last 12 Months	Total		Last 3 Months		Total		Last 3 Months		Inst. Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Helo Time		Total	Day	Nite	Total Day This Model	Total Nite This Model
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
6	7	1	0	2	9	1	0	2	0	1																													

Landings																																							
This Model Day Last 30 Days		This Model Nite Last 30 Days				This Individual in Acft.			Name (Instr. Plt. in Other Acft.)																				Number of Personnel Records				Trans. Code	Card Number		
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																																					1	5	9

CARD 16

P								File or Serial Number (All Persons)						Name								Rank/Rate	Br. of Service	Age	Yrs. Exper.	States	Position	Inj. to Indiv.	Abandon A/C	Card Code 65				
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
P								(b) (6)						(b) (6)											E	1			M	W	G	1	0	5			

Equip 1						Equip 2						Equip 3						Equip 4											
Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data		Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data		Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data		Basic Equip.	Spec. Equip	Problem or Condition	Phase Existed	Special Data		Person Sequence Number	Trans. Code	Card Number			
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
F	A					A	4					E	A					E	Ø						0	3	A	1	6	9

PERSONNEL 3 OF 4

AIRCRAFT 1 OF 1

CODE SHEET 13 OF 18

NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: H REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 21

RECORD IDENTIFICATION										Equip 45						Equip 46						Equip 47						Equip 48						Card Code 46		ACFT DESCRIPT	MISHAP DESCRIPTOR	Topogaph Mishap
Date										Basic Equip.	Spec. Equip	Problem or Condition	Phase Existed	Special Data		Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data		Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data		Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data						
Cal. Yr.		Mo.		Day		Type Report	Log Line Number		Aircraft Number																												
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
6	2	1	0	7	9	1	0	3	0	1																													

Type of Egress	Eject. Info.								Egress Problems									Type/Mod. Eject. Seat		Firing Method Seq. Eject.	Seat Position	Attitude/Maneu. A/C at Ejt	Attitude When Ejected	Airspeed		Weight		Alt. Chute Open	In Crash Area	Time in Water	Person Sequence Number	Trans. Code	Card Number		
									Prior			During			Subsequent																					
									Prob	Prob	Prob	Prob	Prob	Prob	Prob	Prob	Prob																				
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
K																																	0	3	A	2	1	8

CARD 22

Time in Raft		Vertebral Fractures				Eject. Fatal Causes		Injury	Combat Zone								Card Code 67		Wind Velocity in Knots		Wave Height	Wave Interval in Seconds	Visibility	Air Temperature		Water Temperature		Alerting Factors			Located Site	Survivor Left Site	Means of Locating			
						Pri.	Sec.																					1st Factor	2nd Factor	3rd Factor						
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
								G	8									6	7	0	4			3	8	5			E			H		A	D		

Survival Factors		Fatals Time Lapse From:				Time Lapse Last Training			Training Factors														Person Sequence Number	Trans. Code	Card Number		
		Mishap to Site Locate	Site Locate to Victim	Mishap to Death	Low Press. Chamber	Eject. Tower	Eject. Seat	Survival																			
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																									0	3	A	2	2	8

PERSONNEL 3 OF 4

AIRCRAFT 1 OF 1

CODE SHEET 14 OF 18

NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: *[initials]* REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED ____

CARD 29

RECORD IDENTIFICATION

Date: Cal. Yr.		Date: Mo.		Date: Day		Type Report	Log Line Number		Aircraft Number	
01	02	03	04	05	06	07	08	09	10	11
6	7	1	Ø	3	9	1	Ø	2	Ø	1

Other Factors To Be Considered

Habit Interfe Wrong Cont.	Confus of Contr. Other	Misread Instruments	Misinterpret Instruments	Misled by Faul Instrum.	Vis. Rest. by Equip. Struct.	Task Over-Saturation	Inadequate Good/Timing	Misjudged Speed/Dist.	Wrong Cours of Action	Delay Taking Nec Action	Violation of Flt. Discip	Navigational Error	Inadvertant Operation	Other
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26

Card Code 77		Disposition	Body Position	Direction Facing	Physical Defects Post Crash Exam.: Visual Acuity or None	Hearing	Cardio-Vascular	Neuromuscul Skeletal	Gastro-Intestinal	Respiratory	Urogenital	Other Abnormal	Reason for Grounding
27	28	29	30	31	32	33	34	35	36	37	38	39	40
7	7	1	1		Ø								

Estimated Duration of Grounding		Pri. Cause of Death Diagnosis Number				Autopsy: Preformed	Protocol	Conducted By	Lab Toxicological Test On: Blood or None	Urine	GI Contents	CNS Contents	Muscle Tissue	Visceral Tissue	Other	Ultra-Viol or Oth Special Investig
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
									Ø							

Card Code 78		Unconsciousness	Internal Injury: Head, Neck or None	Thorax	Abdomen	Other	Cerebral Concussion	Facial Injuries	Intra Oral Injuries	Eye Injuries							Person Sequence Number		Trans. Code	Card Number		
58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
7	8																Ø	3	A	2	9	0

CARD 30

Fractures

Group A: Cranial or None	Facial	Cervical	Thoracic	Lumbar	Sacral	Coccygeal	Shoulder Girdle	Rib	Group B: Pelvis or None	Upper Arm	Lower Arm	Hand incl. Fingers	Upper Leg	Lower Leg	Foot incl. Toes	Other Fractures
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28

Dis-Locations

Group A: Jaw or None	Cervical Vertebral	Thoracic Vertebral	Lumbar Vertebral	Saccral Vertebral	Coccygeal Vertebral	Shoulder Girdle	Ribs	Pelvis	Group B: Shoulder or None	Elbow	Wrist	Hand Fingers	Hip	Knee	Ankle	Foot Toes	Other Dislocations	Card Code 79		
29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
																		7	9	

Amputations/Avulsions; **Soft Tissue Injuries**

Amputations/Avulsions: Head, Neck or None	Trunk	Upper Extrem.	Lower Extrem.	Other	Soft Tissue Group A: Lacerations or None	C.S.S. Head	Abrasions Head	Lacerat Neck	C.S.S. Neck	Abrasions Neck	Lacerat Thorax	C.S.S. Thorax	Abrasions Thorax	Group B: Lacerations Abdom/None	C.S.S. Abdomen	Abrasions Abdomen	Lacerat Up Extr	C.S.S. Up Extreme	Abrasions Up Extr	Lacerat Low Extr	C.S.S. Low Extreme	Abrasions Low Extr	Other S.T. Injuries	Asphyxiation Suspected	Person Sequence Number		Trans. Code	Card Number		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																												3	0	0

PERSONNEL 3 OF 4

AIRCRAFT 1 OF 1

CODE SHEET 15 OF 18

NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: H REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 15

RECORD IDENTIFICATION											Emerg. Syst. Train.		Instrument Trainer		Time All Models				Time This Model						Number of Carrier →					
	Date																													
	Cal. Yr.	Mo.		Day		Type Report	Log Line Number		Aircraft Number		Last 6 Months	Last 12 Months	Last 6 Months	Last 12 Months	Total	Last 3 Months			Total	Last 3 Months			Inst. Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Helo Time		Total	Day	Nite	Total Day This Model	Total Nite This Model
	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
	6	7	1	0	3	9	1	0	3	0	1																													

Landings																																							
This Model Day Last 30 Days		This Model Nite Last 30 Days				This Individual in Acft.		Name (Instr. Plt. in Other Acft.)																				Number of Personnel Records						Trans. Code		Card Number		
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																																					1	5	8

CARD 16

P							File or Serial Number (All Persons)						Name								Rank/Rate	Br. of Service	Age	Yrs. Exper.	Status	Position	Inj. to Indiv.	Abandon A/C	Card Code 65				
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
P								(b) (6)							(b) (6)										E	1			M	3	C	1	8	5				

Equip 1						Equip 2					Equip 3					Equip 4							Person Sequence Number		Trans. Code	Card Number		
Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data		Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data	Basic Equip.	Spec. Equip	Problem or Condition	Phase Existed	Special Data								
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
F	A					A	4					E	Ø					E	A						Ø	4	A	1	6	8

PERSONNEL 4 OF 4

AIRCRAFT 1 OF 1

CODE SHEET 16 OF 18

NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: ✓ REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED: ____

CARD 21

RECORD IDENTIFICATION											Equip 45						Equip 46						Equip 47						Equip 48									
Date						Type Report	Log Line Number	Aircraft Number			Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data		Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data		Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data		Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed	Special Data		Card Code 46		ACFT DESCRIPT	MISHAP DESCRIPTOR	Type/Lat Mishap
Cal. Yr.		Mo.		Day																																	
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
6	7	1	0	2	9	1	0	2	0	1																									0	6	D	F	A

									Egress Problems																														
									Prior			During			Subsequent																									
Type of Egress	Eject. Info.								Prob	Prob	Prob	Prob	Prob	Prob	Prob	Prob	Prob	Type/Mod. Eject. Seat		Firing Method Seq. Eject.	Seat Position	Attitude/Manuev. A/C at Exit	Altitude When Ejected	Airspeed	Weight	Alt. Chute Open	In Crash Area	Time In Water	Person Sequence Number	Trans. Code	Card Number		
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
K																																		0	4	A	2	1	8

CARD 22

		Vertebral Fractures				Eject. Fatal Causes																Alerting Factors					Means of Locating			
Time in Raft						Pri.	Sec.	Injury	Combat Zone								Card Code 67	Wind Velocity in Knots	Wave Height	Wave Interval in Seconds	Visibility	Air Temperature	Water Temperature	1st Factor	2nd Factor	3rd Factor	Located Site	Survivor Left Site				
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
								G	8									6	7	0	4			3	8	5			E			H		A	D		

Survival Factors		Fatals Time Lapse From:				Time Lapse Last Training			Training Factors																Person Sequence Number	Trans. Code	Card Number		
		Mishap to Site Locate	Site Locate to Victim	Mishap to Death	Low Press. Chamber	Eject. Tower	Eject. Seat	Survival																					
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																									0	4	A	2	2	5

PERSONNEL 4 OF 4

AIRCRAFT 1 OF 1

CODE SHEET 17 OF 18

NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS) CODED: [illegible] REVIEWED ____ LOGGED: ____ PUNCHED: ____ VERIFIED ____

CARD 29

RECORD IDENTIFICATION: Date: Cal. Yr.		Mo.		Day		Type Report	Log Line Number		Aircraft Number		Other Factors To Be Considered: HABIT INTERFE WRONG CONT.	CONFUS OF CONTR. OTHER	Misread Instruments	MISINTERPRET INSTRUMENTS	MISLED BY FAUL INSTRUM.	VIS. REST. BY EQUIP. STRUCT.	Task Over-Saturation	Inadequate Good/Timing	Misjudged Speed/Dist.	WRONG COURS OF ACTION	DELAY TAKING NEC ACTION	VIOLATION OF FLT. DISCIP	Navigational Error	Inadvertant Operation	Other	CARD CODE 77		Disposition	Body Position	Direction Facing	Physical Defects Post Crash Exam.: VISUAL ACUITY OR NONE	Hearing	Cardio-Vascular	NEUROMSCUL SKELETAL	Gastro-Intestinal	Respiratory	Urogenital	Other Abnormal	REASON FOR GROUNDING
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
6	7	1	Ø	3	9	1	Ø	3	Ø	1																7	7	1	1		Ø								

Estimated Duration of Grounding		Pri. Cause of Death Diagnosis Number				Autopsy: Preformed	Protocal	Conducted By	Lab Toxicological Test On: Blood or None	Urine	GI Contents	CNS Contents	Muscle Tissue	Visceral Tissue	Other	ULTRA-VIOL OR OTH SPECIAL INVESTIG	CARD CODE 78		Unconsciousness	Internal Injury: Head, Neck or None	Thorax	Abdomen	Other	Cerebral Concussion	Facial Injuries	Intra Oral Injuries	Eye Injuries							Person Sequence Number		Trans. Code	Card Number		
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
									Ø								7	8																Ø	4	A	2	9	0

CARD 30

Fractures Group A: Cranial or None	Facial	Cervical	Thoracic	Lumbar	Sacral	Coccygeal	Shoulder Girdle	Rib	Fractures Group B: Pelvis or None	Upper Arm	Lower Arm	Hand Incl. Fingers	Upper Leg	Lower Leg	Foot Incl. Toes	Other Fractures	Dis-Locations Group A: Jaw or None	Cervical Vertebral	Thoracic Vertebral	Lumbar Vertebral	Saccral Vertebral	Coccygeal Vertebral	Shoulder Girdle	Ribs	Pelvis	Dis-Locations Group B: Shoulder or None	Elbow	Wrist	Hand Fingers	Hip	Knee	Ankle	Foot Toes	Other Dislocations	CARD CODE 79		
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
																																			7	9	

Amputations/Avulsions: HEAD, NECK OR NONE	Trunk	Upper Extrem.	Lower Extrem.	Other	Soft Tissue Injuries Group A: LACERATIONS OR NONE	C.S.S. Head	Abrasions Head	LACERAT NECK	C.S.S. Neck	Abrasions Neck	LACERAT THORAX	C.S.S. Thorax	ABRASIONS THORAX	Soft Tissue Injuries Group B: LACERATIONS ABDOM/NONE	C.S.S. Abdomen	Abrasions Abdomen	LACERAT UP EXTR	C.S.S. UP EXTREME	ABRASIONS UP EXTR	LACERAT LOW EXTR	C.S.S. LOW EXTREME	ABRASIONS LOW EXTR	Other S.T. Injuries	Asphyxiation Suspected	Person Sequence Number		Trans. Code	Card Number		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
																												3	0	0

PERSONNEL 4 OF 4

AIRCRAFT 1 OF 1

CODE SHEET 18 OF 18

I.D. Number	1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Log	10 Typ Brief	13 Narr File	14	15 I.D.	69 Cl.	70 71 72 73 Orig. Use	75 76 Tot-Cds	77 78 Trans. Code
671029103	67	10	29	1	03	1	N	N	N	1		13	A

Common Fields to All Cards

CLASS CODE
1 - Non-Class
2 - Conf.

TYPE BRIEFS CODES
1 - GEN. MISHAP
2 - BIO-MED
3 - SAF-SURV
4 - PSYCHO

CARD NO. CODED _____ REVIEWED _____ KEY PUNCHED _____ VERIFIED _____

11 12 CARD NO.

01 ACFT ON TEST FLIGHT. SOON AFTER TKO IT WAS APPARENT T
02 HAT THE REPLACEMENT OF THE LEVER ASSY ON THE NEW RDT
03 OR HEAD HAD NOT CORRECTED THE VERTICAL 1:1 VIB. ALT C
04 OMPLETED OTHER TEST TO DETERMINED DISCREP. PLT MADE 1
05 80 DEG TURN TO RIGHT WHILE HOVERING OVER RWWAY TO AF
06 R TAXI INTO REVETMENT. DURING FINAL, AT 2 FEET, THE T
07 AIL ROTOR SEPARATED FROM ACFT. ACFT BEGAN UNCONTROLLE
08 D CLOCKWISE ROTATION & MADE A HARD LANDING, CAUSING D
09 AMAGE TO UNDERSIDE OF TAIL BOOM. ARE CAUSE, MATERIAL
10 FAILURE OF THE TAIL ROTOR. THE MOST PROBABLE POINT OF
11 FAILURE WAS ONE OF THE TWO BOLTS WHICH CONNECT THE T
12 AIL ROTOR SLIDES TO THE CROSSHEAD ASSEMBLY. ARE SECU
13 RED BY NUTS.
14
15
16
17
18
19
20

11 12 CARD NO.

R&DP-1 (Rev. 10-67)

Dispatch Code Sheets

Acft Accidents Only

10-31-67

Coded JM Date

Logged JM Date 11/1

Punched DB Date 02 NOV 19

	Card No. 010 Codes	Card Columns
RECORD INDENT (Common all cards)	671029102 01	01-11
SOURCE	5	12
DON'T COUNT		13
ENEMY ACTION		14
AIRCRAFT MODEL	UH0 0 1B	15-21
MODEL CODE	83	22-23
AIRCRAFT BUNO	63867 2	24-29
REPORTING CUSTODIAN	297	30-32
TYPE DUTY	322	33-35
MAJOR COMMAND	1	36
TIME OF DAY	2144 0	37-41
ACCIDENT DAMAGE	C	42
AIRCRAFT DAMAGE	C	43
ACCIDENT INJURY	4	44
AIRCRAFT INJURY	4	45
HULL NO.		46-48
KIND OF FLIGHT	1L	49-51
LOCATION (Name code)	B VTNAM	53-59
TRANSACTION CODE	A	77
CARD NO.	010	78-80

(Rev R)

Card No. 020

FLEET & MARINE AIR WINGS		33-34
TOTAL "A-U-L" NAVY INJURIES		61-62
TOTAL "A-U-L" NON-NAVY INJURIES		63-64
TRANSACTION CODE	A	77
CARD NO.	020	78-80

Card No. 030	Codes	Card Columns
PRIMARY ACCIDENT TYPE	E7	62-63
PRIMARY PHASE OF OPERATIONS	52	64-66
TRANSACTION CODE	A	77
CARD NO.	030	78-80

Card No. 040		
TYPE OPERATIONS	3	19-20
CONTRIBUTING CAUSES	3	21-22
TRANSACTION CODE	A	77
CARD NO.	040	78-80

Card No. 060		
PRIMARY CAUSE	3	29
SPECIAL DATA & CONDITIONS		65-69
TRANSACTION CODE	A	77
CARD NO.	060	78-80

Card No. 150		
NO. OF PERSONNEL RECORDS	01	70-71
TRANSACTION CODE	A	77
CARD NO.	150	78-80

Card No. 160		
P.	P	12
PILOT'S NAME	(b) (6) [redacted]	27-36
STATUS	A	41
TRANSACTION CODE	A	77
CARD NO.	160	78-80

DEPARTMENTAL COMMENTS FOR "CLOSE OUT" LETTER
ON ORIGINAL REVIEW

NOTE: 1. Negative report is required.
2. Positive comments will be in a format suitable for inclusion in the "close out" letter.
3. Attack additional sheets if more space is required.

M & M DEPARTMENT:

INITIAL/CODE

AERO-MED DEPARTMENT:

INITIAL/CODE

COMPLETION SHEET

Action to Correction to	Action Required	Completed Code/Date
3750-1		/
DIR		/
Misc. Items for Action or Correction		

To Code	From Code/Date	Action Required	Completed Code/Date
	/	MOR not in document when coded on 5 January 1968.	/
	/	NO MOR w/in Safety + Survival ended 1/22/68 JGS	/
	/		/
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	/		/

CLOSED
13 MAY 1968

UNIT HA(L) 3

MODEL UH1B

AAR REVIEW ROUTING SHEET

ADVANCE ROUTING

BUNO 63-8672

PRI	DEPT	DATE IN	DATE OUT	INIT.	INTER DEPT. ROUTING CODE/INIT.
	M&M				/ / / /
	AERO MED				/ / / /

DEPARTMENT REPRESENTATIVES INITIALS, FOR RECEIPT OF REPORTS:

REMARKS:

ORIGINAL ROUTING

DEADLINE DATE OUT OF NASC _____ (15 calendar days)

EXTENSIONS _____

DEPT	DATE IN	DEPT. DEADLINE	DATE OUT	INIT.	INTER DEPT. ROUTING
A&R					/ /

NASC ENDORSEMENT ROUTING

PRI	DEPT.	DATE IN	DATE OUT	INIT.
1	R&S			
2	M&M			
3	ADMIN			

ROUTING AFTER CLOSE OUT

DEPT.	DATE IN	DATE OUT	INIT	INTER DEPT. ROUTING
AEROMED				/ / /

NOTES: 1. No person other than those assigned to the Records Control Branch will remove any part of this document from the folder.
2. Departments will be fully responsible and accountable for documents in their custody until checked back into Records Control Branch.
3. Any Department desiring to retain this report longer than five (5) working days must notify Records Control Branch of their need for extension.

5/1 your copy
MC

301/an
Ser 247
7 MAR 1968

From: Commander, Naval Aviation Safety Center
To: Commander Fleet Air, Western Pacific

Subj: Letter of Transmittal

Encl: (1) Original copy of HA(L)-3 AAR serial 7-68A concerning UH-1B BUNO 63-8672 accident occurring 29 October 1967, pilot [redacted]

1. Enclosure (1) was inadvertently mailed direct to this command and is forwarded for review by the appropriate chain of command.

G. T. ECCLES
By direction

Copy to:
COMNAVAIRPAC
COMNAVFORV
CO, HA(L)-3

Original rec'd ComNAVAIRPAC 5-7-68

7/14 admin for mail

3750
80/ 3340

2 MAY 1968

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH OPNAVINST 3750.6 SERIES

FIFTH ENDORSEMENT on HA(L)-3 AAR ser 7-68A concerning UH1B BuNo 63-8672 accident occurring 29 Oct 1967, pilot (b) (6)

From: Commander Naval Air Force, U. S. Pacific Fleet
To: Commander, U. S. Naval Aviation Safety Center

Subj: HA(L)-3 AAR ser 7-68A

Ref: (b) OPNAVINST 3750.6F

1. Forwarded, concurring with the conclusions and recommendations of the Aircraft Accident Board, as modified by the remarks contained in subsequent endorsements.

2. As discussed in the first endorsement, the recommendations of the accident board were implemented at the local level and external assistance is not required.

3. The comments in the fourth endorsement pertinent to personnel requirements for test flights are supported. However, with due consideration for the environment, it may have been desirable to embark two gunners.

4. The special handling notation required by reference (b) is not marked on the first and second endorsements.

5. The attention of the Commanding Officer, Helicopter Attack (Light) Squadron THREE is invited to the time requirements for submitting AARs as set forth in reference (b).

R. A. VOLPI
By direction

Copy to:
NAVAIRSYSCOMHQ
COMNAVFORV
COMFAIRWESTPAC
COMRIVPATFOR
NAVPLANTREPO BELL
USABAAR
CO HA(L)-3

ORIGINAL

3750
Ser: 019/974
20 April 1968

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

FOURTH ENDORSEMENT on HA(L)-3, accident serial 7-68A, concerning UH-1B, BUNO 63-8672, of 29 OCT 1967, pilot (b) (6)

From: Commander Fleet Air, Western Pacific
To: Commander, Naval Aviation Safety Center
Via: Commander Naval Air Force, U. S. Pacific Fleet

Subj: HA(L)-3 AAR 7-68A

Ref: (a) NAVAIRINST 4700.2

1. Forwarded, concurring with the conclusions and recommendations of the Aircraft Accident Board and the remarks contained in subsequent endorsements with the following additional comment:

a. The purpose of this test flight, as stated in Part V, was to determine if the pronounced vertical vibration emanating from the main rotor system had been eliminated by the replacement of the lever assembly on the main rotor. The flight crew consisted of one pilot, a maintenance trouble shooter, and two gunners. Reference (a) states that test flights shall be conducted with the minimum crew necessary to ensure operational readiness. The gunners, therefore, were not necessary crewmembers on this particular flight. Fortunately no one was injured.

H. P. LANHAM

Copy to:
COMNAVAVNSAFECEN (2)
COMNAVAIRSYSCOM
NAVPLANTREPO, BELL
USABAAR
CO HA(L)-3
COMNAVFORV
COMRIVPATFOR

ORIGINAL

FF5-16/303A:ux
3750
Ser 141
11 Jan 1968

THIRD ENDORSEMENT on HA(L)-3 AAR Serial 7-68A concerning UH-1B BUNO 63-8672, of 29 Oct 1967, pilot (b) (6)

From: Commander U. S. Naval Forces, Vietnam
To: Commander, Naval Aviation Safety Center
Via: (1) Commander Fleet Air, Western Pacific
(2) Commander Naval Air Forces, Pacific

Subj: HA(L)-3 AAR Serial 7-68A

1. Commander U. S. Naval Forces, Vietnam concurs in the conclusions of the accident board, indicated in subject investigation.

2. The original report was inadvertently forwarded direct to Commander, Naval Aviation Safety Center rather than through the appropriate channels.

W. H. HOUSE
Deputy

Copy to:
NAVAVNSAFECEN (AAR) (2)
NAVAIRSYSCOM (AIR-04)
BUMED (AAR)
NAVPLANT REP O HALL
USABAAR
COMNAVFORV
CO HA(L)-3

Return to Naval Control

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES

ORIGINAL

CTF116/10:bi
1650
Ser: 804
27 December 1967

SECOND ENDORSEMENT on HA(L)-3 Aircraft Accident Report serial 7-68A of 29 October 1967

From: Commander River Patrol Force (CTF 116)
To: Commander, Naval Aviation Safety Center

Subj: HA(L)-3 Aircraft Accident Report Serial 7-68A; forwarding of

1. Forwarded, concurring with the conclusions of the accident board.

Paul H. Gray
PAUL H. GRAY

Copy to:
NAVAVNSAFECEN (AAR)(2)
BUWEPS (AAR)
NAVAIRSYSCOM (AIR404)
COMFAIRWESTPAC
NAVPLANTREPS TELL
COMNAVAIRPAC
USARDAAP
HA(L)-3 (2)
COMAVCORV

ORIGINAL

ORIGINAL

HA(L)-3:JSJ:fr
3750
Ser: 908
11 December 1967

FIRST ENDORSEMENT on HA(L)-3 Aircraft Accident Report serial 7-68A of 29 October 1967

From: Commanding Officer, Helicopter Attack (Light) Squadron THREE
To: Commander, Naval Aviation Safety Center

Subj: HA(L)-3 Aircraft Accident Report Serial 7-68A; forwarding of

1. Forwarded, concurring with the conclusions of the accident board.

2. The HA(L)-3 maintenance detachment, Vinh Long, has been provided with current, up to date manuals. As new manuals, changes and maintenance instructions are received by HA(L)-3 maintenance, Vung Tau, they are now sent out to our detachments and receipted for by the receiving unit. This will provide a record and cross check system for publications.

3. All HA(L)-3 aircraft have been inspected in accordance with the U. S. Army 34th General Support Group recommendation and required changes have been made. A SAMI has been issued to ensure that all aircraft received in the future will also be checked.

4. The Medical Officer's Report, Enclosure (13), has not been completed due to non-receipt of the required forms. It will be submitted as soon as the forms are received.

5. Only six (6) sets of photographs were available for distribution. Additional copies have been requested and will be forwarded for inclusion in the basic report when received.

Robert W. Spencer
ROBERT W. SPENCER

ORIGINAL

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (Rev. 3-63) Page 1

SPECIAL HANDLING REQUIRED in accordance with Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

PART I GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY	2. SERIAL NO.	3. DTG (LOCAL) OF MISHAP	4. MODEL AIRCRAFT	5. BUREAU NUMBER
HELATKLITRON THREE	7 - 68A	291/4CH OCT	UH-1B	63 - 8672

6. TO:	9. LOCATION OF MISHAP	10. DAMAGE
Commander, Naval Aviation Safety Center	Vinh Long Airfield, RVN	CHARLIE

7. VIA:	8.	11. TIME OF DAY	12. TIME IN FLIGHT	13. FLIGHT CODE
COMRIVPATFOR (CTF-116)		DAY	0+15	1L
COMNAVFORV		14. CLEARED FROM: Vinh Long TO: Vinh Long		
COMFAIRWESTPAC		15. TYPE CLEARANCE	16. AIRSPEED	17. A/C WEIGHT
COMNAVAIRPAC		LOCAL	0	7120 EST

18. BRIEF DESCRIPTION OF MISHAP
Loss Of Tail Rotor In Hover

19. ELEVATION AT TIME OF MISHAP: S.L. 0 TERRAIN 0

20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)
NONE

SECTION B. CONTRIBUTING FACTORS

*	✓	FACTOR	✓	FACTOR	✓	FACTOR
		1. PILOT ERROR IN TECHNIQUE/JUDGMENT		9. SERVICING PERSONNEL		17. WEATHER
		2. PILOT DEVIATION FROM NATOPS PROCEDURES		10. LANDING SIGNAL OFFICER		18. DESIGN AIRCRAFT
		3. PILOT INCORRECT OPERATION OF A/C SYSTEM		11. OTHER PERSONNEL (Specify)		19. DESIGN CREW EQUIPMENT
		4. PILOT OTHER (Specify)		12. ADMINISTRATIVE		20. DESIGN OTHER (Specify)
		5. CREW		13. FACILITIES-RUNWAY, OVERRUN TAXIWAY, FLIGHT DECK		21. ROLLING/PITCHING DECK ROUGH SEAS
		6. MAINTENANCE PERSONNEL		14. FACILITIES-NAV AIDS, LANDING AIDS (GCA, CCA, ILS, MIRROR)	X	22. MATERIAL FAILURE/MALFUNCTION
		7. MAINTENANCE SUPERVISORY PERSONNEL		15. FACILITIES-CATAPULT, ARRESTING GEAR (Ship or field)		23. UNDETERMINED
		8. SUPERVISORY OTHER (Specify)		16. FACILITIES OTHER (Specify)		24. OTHER (Specify)

SECTION C. PERSONNEL DATA

1. NAME (LAST, FIRST, & MIDDLE INITIAL)	2. RANK/RATE	3. SERVICE NO.	4. DESIG. NATOPS	5. BRANCH OF SERVICE	6. AGE	7. YEARS EXP. IN NAVY	8. BILLET	9. POSITION	10. PILOT OR CREW
PILOT (AT CONTROLS AT TIME OF MISHAP) (b) (6)	LTJG	(b) (6)	1315	USNR	27	7 Months	AHAC	Right Seat	C
CO-PILOT (IDENTIFY & SUBMIT SEPARATE PAGE !) NONE									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		577	17. CV LANDINGS DAY/NIGHT	ALL	8 / 0
				IN MODEL	0 / 0
12. ALL MODELS IN LAST 12 MONTHS		424	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0 / 0
				IN MODEL	0 / 0
13. ALL MODELS IN LAST 3 MONTHS		165	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	1 / 3
				IN MODEL	1 / 3
14. ALL SERIES THIS MODEL	A/C	323	20. NIGHT HOURS LAST 3 MONTHS	ALL	25
	OFT/CPT	NA / NA		IN MODEL	25
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	323	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		106
	OFT/CPT	NA / NA	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	29 OCT 67
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	165		DURATION	1
	OFT/CPT	NA / NA	23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK	NA	
			24. TYPE INSTRUMENT CARD		STAN

OTHER PERS.

25. NAME (LAST, FIRST, & MIDDLE INITIAL)	26. SNA	27. RANK/RATE	28. BRANCH OF SERVICE	29. FILE/SERVICE NO.	30. UNIT	31. INJURY	32. EJECT	33. POSITION
CAROZZI, David J. (b) (6)	NO	AN/E1	USN	(b) (6)	HAL-3	G	CREW	CREW
	NO	ADJ3	USN		HAL-3	G	CHR	CABIN
	NO	AM/E3	USN		HAL-3	G	CHR	CABIN

SPECIAL HANDLING REQUIRED in accordance Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA

A. A/C HISTORY

1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK
1963	590 12-31-66	NA	NA	NA	NA	Intermediate Inspection	16	5

B. ENGINE HISTORY

1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
(1)									
(2)									
(3)									
(4)									

C. COMPONENT HISTORY

1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OVER-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FUR/AMPFUR
(1) Hub, Tail Rotor	204-011 701-1	704	0	NA	NA	NO	NA
(2) Slider, Tail Rotor	204-0/0-720-3	185	0	NA	NA	NO	NA
(3) 90° Gear Box	204-040-012-1	1554	1	954	UNK	NO	NA
(4)							

D. INCIDENTS & GROUND ACCIDENTS

1. PARTS REPAIRED — PART NUMBER	NOMENCLATURE	3. DIRECT MANHOURS INVOLVED	2. PARTS REPLACED — PART NUMBER	NOMENCLATURE
SEE ENCL	(10)	2,500	SEE ENCL	(10)

E. ENGINE FAILURES

JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)

AT TIME OF FLAMEOUT: 1. ALTITUDE | 2. IAS | 3. RPM | 4. EGT. | 5. MANEUVER AT TIME OF FLAMEOUT | 6. FUEL FLOW | 7. ATTITUDE

8. G FORCES | 9. RELIGHT ☐ ATTEMPTED ☐ ACCOMPLISHED | 10. ALTITUDE | 11. IAS | 12. MAX EGT | 13. FUEL CONTROL ☐ PRIMARY ☐ MANUAL | 14. NO. RELIGHT ATTEMPTS

INTENTIONAL SECURE | 15. ENGINE SYMPTOMS | 16. CAUSE OF SYMPTOMS

RECIPROCATING ENGINE FAILURE

17. ALTITUDE | 18. IAS | 19. ATTITUDE | 20. RPM | 21. MAP | 22. TORQUE/BMEP | 23. FUEL FLOW PRESSURE | 24. OIL PRESSURE

INTENTIONAL SECURE | 25. ENGINE SYMPTOMS | 26. CAUSE OF SYMPTOMS

F. OTHER REPORT

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPFUR SERIAL NUMBER ____
2. DIR MESSAGE REQUEST DATE-TIME-GROUP ____. Info NASC on DIR request. See para. 38 OPNAVINST P3750.6E
3. OTHER
4.

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED in accordance with Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-T

G. SHIPS DATA

1. EQUIPMENT INVOLVED	2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
☐ CATAPULT ☐ ARRESTING GEAR				

6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION ON SHIP	9. LAUNCHING BRIDLE AND BRIDLE ARRESTER

10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS — CONSTANT PRESSURE: DOME (P.S.I.)	CONSTANT PRESSURE: RATIO	CONSTANT RUN-OUT (WT. LBS.)	15. ACCUMULATOR PRESSURE (PSI)	16. COMMENTS (for cable failures specify no. landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER/BARRICADE							

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (Complete on pilot)

1. DATE DEPLOYED CONUS	3. DAY HOURS/LANDINGS SINCE DEPLOYMENT	4. DAY HOURS/LANDING LAST 30 DAYS
2. NO. DAYS OPERATING PERIOD		
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED	6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANDINGS LAST 30 DAYS

I. WEATHER

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY: NA OUTSIDE AIR: 85	5. DEW POINT	6. ALTIMETER SETTING
NONE	7	110° Port 4 KTs.		75	29.83

7. OTHER WEATHER CONDITIONS (Winds aloft, icing level, sea state, density altitude, as appropriate)
NA

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS

2. COPY DISTRIBUTION
2 CC NAVAVNSAFECN DIRECT (AAR)
1 CC BUNEPS DIRECT (AAR)
1CC NAVAIRSYSCOM (AIR-404)
1CC COMFAIRWESTPAC
1CC NAVPLANTREPO BELL
1CC COMHAVAIRPAC
1CC USABAAR
2CC HA(L)-3
1CC COMNAVFORV

COST DAMAGE TO: 3. GOVERNMENT PROPERTY | 4. PRIVATE PROPERTY

5. DATE SUBMITTED TO CO: 5 December 1967

PART IV SIGNATURES OF THE BOARD

1. SENIOR MEMBER: Leonard O. WOLTERSDORF, LT, USN — UNIT BILLET: LCDR USN AVSAFO OPERATIONS DET-3

2. MEMBER: NONE — UNIT BILLET

3. JUNIOR AVIATION MEMBER: Robert W. TAYLOR, LT, USN MC — UNIT BILLET

2. MEMBER: NONE — UNIT BILLET

* When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

Part V - The Accident

The aircraft 63-8672 had been placed in a "down" status on 28 Oct 1967 so that corrective maintenance could be made on a pronounced 1:1 vertical vibration eminating from the main rotor system. During the morning and early afternoon of 29 October 1967, maintenance personnel replaced the lever assembly on the main rotor. Upon completion of this work a test flight was required to determine if the "downing" discrepancy had been eliminated.

At approximately 1400H, 29 October, LTJG (b) the detachment maintenance officer arrived at the aircraft and began his pre-flight of the aircraft. He inspected the recently installed lever assembly very thoroughly. No discrepancies were noted other than those which had previously been entered on the aircraft's discrepancy card, and none of these listed discrepancies was considered to be unsafe for flight.

After completing the pre-flight, LTJG (b) the maintenance trouble-shooter, AMS1 CAPOZZI; and the two gunners, ADJ3 (b) (6) and AMH3 (b) (6) entered the aircraft. Start and run-up were normal. Take-off was at 1425H. Soon after take-off it was apparent that the replacement of the lever assembly on the main rotor head had not corrected the vertical 1:1 vibration. LTJG (b) then conducted several other tests on the aircraft, attempting to determine what further maintenance could be accomplished on the aircraft to eliminate this discrepancy.

At the completion of these tests, LTJG (b) made the approach to runway 26 and arrived in a hover adjacent to the revetted parking pad located on the north side of the runway. LTJG (b) turned aircraft 180° to the right while hovering over the runway and then air-taxied into the revetment on the north side of the runway. LTJG (b) was making a final adjustment to heading prior to landing the aircraft from a two (2) foot hover when the tail rotor separated from the aircraft. The aircraft immediately began a rapid and uncontrolable clockwise rotation. After approximately 90° of turn, LTJG (b) initiated corrective action by lowering the collective and simultaneously closing the throttle. The aircraft landed hard and continued to rotate approximately 70°. During the last 70° of rotation, the underside of the tail boom was damaged when it came in contact with the top of the revetment.

The duration of the flight was 15 minutes.

Part VI - Damage to the Aircraft

Aircraft damage has been classified as CHARLIE. The tail rotor separated from the aircraft and was thrown up and forward into contact with the main rotor blades. After contact with the main rotor blades, parts of the tail-rotor then struck the leading edge of the tail pylon, damaging it and the section of tail rotor drive shaft directly beneath it. The aircraft began a rapid, uncontrollable clockwise rotation upon separation of the tail rotor. As the aircraft rotated, the underside of the tail boom came in contact with the top of the revetment. The pilot took corrective action after approximately 90° of turn and the resulting hard landing damaged the skids, crosstubes and supporting members. At sometime during the rotation of the aircraft, and after the tail pylon section of the tailrotor drive shaft had been damaged, the 90° gear box began to fail. The 90° tail rotor gear box separated from the aircraft as it came to rest after approximately 160° of rotation.

Part VII - The Investigation and Analysis

A. The Investigation

1. The accident occured at 1444H on 29 October 1967. The locations of major separated components were recorded and an immediate search was initiated to find as many pieces as possible. Most of the tail rotor assembly was found before darkness. The search of the area was resumed the next morning. Several additional small pieces were recovered. The search, however, was unable to recover two (2) retaining bolts which were suspected to have failed resulting in the tail rotor failure.

2. No evidence was found to indicate that the tail rotor had failed as a result of its striking any object.

3. The aircraft was released to the 611th Transportation Company on 30 October 1967 for a determination of the damage and necessary repairs.

B. The Analysis

1. Personnel Factors

a. Pilot Factors - are not considered a factor in this accident. The pilot's quick reaction in this emergency situation prevented the aircraft from sustaining more serious damage.

b. Maintenance, Servicing and Ground Handling personnel factors - are not considered factors in this accident. All recovered parts were inspected and determined to have been properly maintained and serviced.

c. Supervisory factors - not considered a factor in this accident.

2. Material Failures or Malfunction - The primary cause of this accident was tail rotor separation resulting in complete loss of directional control. The most probable point of failure was one of the two bolts (P/N AN 174-51A or 15A) which connect the tail rotor slides (P/N 204-010-720-3) to the crosshead assembly (P/N 204-011-711-1) and are secured by nuts (P/N MS 17825-4). Neither the two bolts nor the two nuts were recovered. A careful inspection of the recovered tail rotor slider and the crosshead assembly bolt holes indicates that only one bolt had been forcibly extracted from its position. The other bolt hole showed no such signs, indicating loss of this bolt prior to tail rotor separation. With one bolt missing, the remaining bolt would be required to bear the full stress of all pitch changes, which it is not designed to perform. Failure of the remaining bolt would result in instantaneous loss of tail rotor control followed rapidly by tail rotor separation and destruction.

U. S. Army users of the UH-1 model aircraft have experienced loss of tail rotor control due to the nut (P/N US 17825-4) backing off. Corrective action is contained in change 2 (19 July 1967) to the U.S. Department of the Army Technical Manual 1520-210-35-2. Change two (2) states in part that the nuts (P/N 17825-4) are to be torqued to 50-70 inch pounds. Additionally, the

U. S. Army 34th General Support Group message AVGF-MMGS-09-82 (Held by the 611th Trans. Co., Vinh Long, RVN) recommends that the bolts, nuts and washers presently in use be replaced by bolt (P/N AN 174H15), castellated selflocking nut (P/N NS 17825-4), washers (P/N AN 960-416) and cotter key (P/N MS 24665-115).

The HA(L)-3 maintenance detachment at Vinh Long, RVN is not in possession of change 2 (19 July 1967) to the U.S. Army Technical Manual referred to above.

The replacement attaching hardware recommended by the message above is presently on order at the U. S. Army, 611th Transportation Company.

The accident probably would have been prevented had the above recommended hardware changes been incorporated on UH-1B, 63-8672.

None of the discrepancies listed on past Department of the Army Form 2408-13 (yellow sheets) are considered to be a factor in this accident.

All part numbers above were obtained from Department of the Army Technical Manual TM 1520-210-35P-2.

3. Facilities - Not considered a factor in this accident.

4. NATOPS - There is no NATOPS Manual for the UH-1B helicopter.

Part VIII - Conclusions

The primary cause of this accident was material failure of the tail rotor. The specific point of probable failure was the bolt (P/N AN 174-14A or 15A) or the backing-off of nut (P/N NS 17825-4)

Part IX - Recommendations

A. That the HA(L)-3 maintenance detachment at Vinh Long, RVN be provided with current technical manuals which incorporate all changes.

B. That priority action be taken to procure and install recommended hardware changes as listed in the U. S. Army, 34th General Support Group message AVGF-MMGS-09-82.

Special Handling Required in accordance with OPNAVINST 3750.6 Series

INDEX OF ENCLOSURES

HA(L)-3 AAR 7-68A

1. Statement of LTJG (b) (6)
2. Statement of AM1 D. J. CAPOZZI
3. Statement of ADJ3 (b) (6)
4. Statement of AMH3
5. Statement of ADJ3
6. Statement of SP-5
7. Statement of AK3
8. Statement of LCDR (b) (6)
9. Statement of MR. (b) (6)
10. Estimate of cost to repair aircraft
11. Diagram of revetment and aircraft position
12. Photographs (PLATES 1 - 5)
13. Medical Officer's report

2456

(b) (5), (b) (6)

Statement of David J. CAPOZZI, AMS1, Maintenance Trouble Shooter in UH-1B, 63-8672, which lost its tail rotor 29 October 1967

- -

Myself, Mr. (b) (6) and (b) (6) got in aircraft 63-8672 for a maintenance test for vibrations. I was in the copilots seat. We flew for approximately 10 minutes to check vibration and it was still there, so we went over to the sod area to check trans mount dampners. We then came around the pattern to land it in our spot. When we were just about lined up in our spot the nose of the aircraft swerved sharply to the right and the pilot set it down hard. I didn't recognize any loud noise or anything strange until it swerved sharply to the right. Right after we landed, I found out that the aircraft had lost its tail rotor.

D. J. CAPOZZI
AMS-1 USN

Considered a credible witness

CERTIFIED TRUE COPY

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (2) HA(L)-3 AAR 7-68A

(b) (5)

(b) (5)

(b) (5)

(b) (5)

(b) (5)

(b) (5)

(b) (5)

61[illegible] TRANSPORTATION COMPANY (ADS)
APO 96357

3 November 1967

SUBJECT: Estimate of Cost to Repair Aircraft UH-1B, 63-8672

TO: President, Accident Investigation Board
54[illegible]th Transportation Detachment (CHFM)
APO 96357

1. The following items are required to repair aircraft UH-1B, 63-8672.

a. Repairable Components:

L/H Rear Main Fuselage	$ 1,500.00
R/H Cargo Door	814.00
Main Rotor Blades & Attachments	6,032.00
M/R Hub	2,842.00
Swashplate & Support Assy	993.00
Scissors & Sleeve Assy	781.00
Controls & Control Bolts	725.00
Stab. Bar & Damper Assy	842.00
Control Rods (Rotor to Scissors)	16.01
Transmission to Eng D/S & Clamps	1,072.00
Transmission & Mast Assy	14,367.00
T/R Drive Shaft & Clamps	476.00
42° Gear Box	1,144.00
Transmission Lift Link	34.85
Total:	$ 31,638.86

(1) Less 60% acquisition cost of repairable components as per TB AVN 23-8: $ 18,983.32

(2) Total cost of repairable components: $ 12,655.54

b. Non-repairable Components:

T/R Blades	$ 1,678.00
T/R Hub	1,133.00
L/H Syn Elevator	491.00
T/R Cables	19.00
T/R Pulley's & Bracket	20.00

3 November 1967

SUBJECT: Estimate of Cost to Repair Aircraft UH-1B, 63-8672

90° Gear Box	$ 1,281.00
Tail Boom	7,292.00
Vert. Fin T/R D/S Cover	245.00
#5 T/R Drive Shaft	119.00
Total:	$12,278.00

2. Labor, 2,500 manhours at $5.00 per hour: $12,500.00

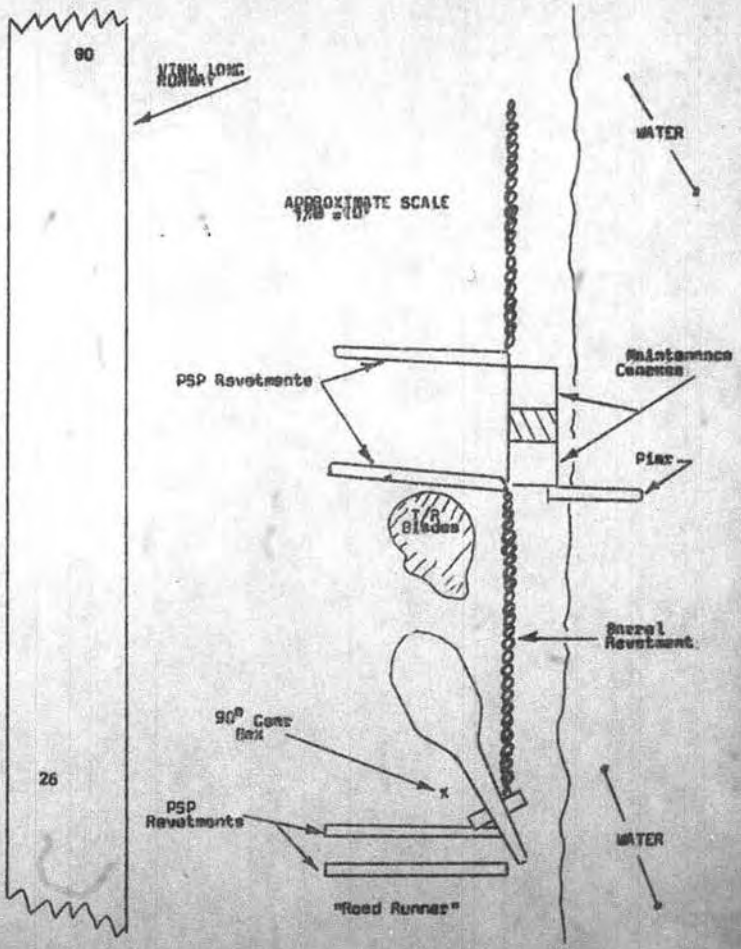
3. Total Cost to Repair Aircraft: $37,433.54

JAMES L. KNIGHT
Major, TC
Production Control Officer

CERTIFIED TRUE COPY

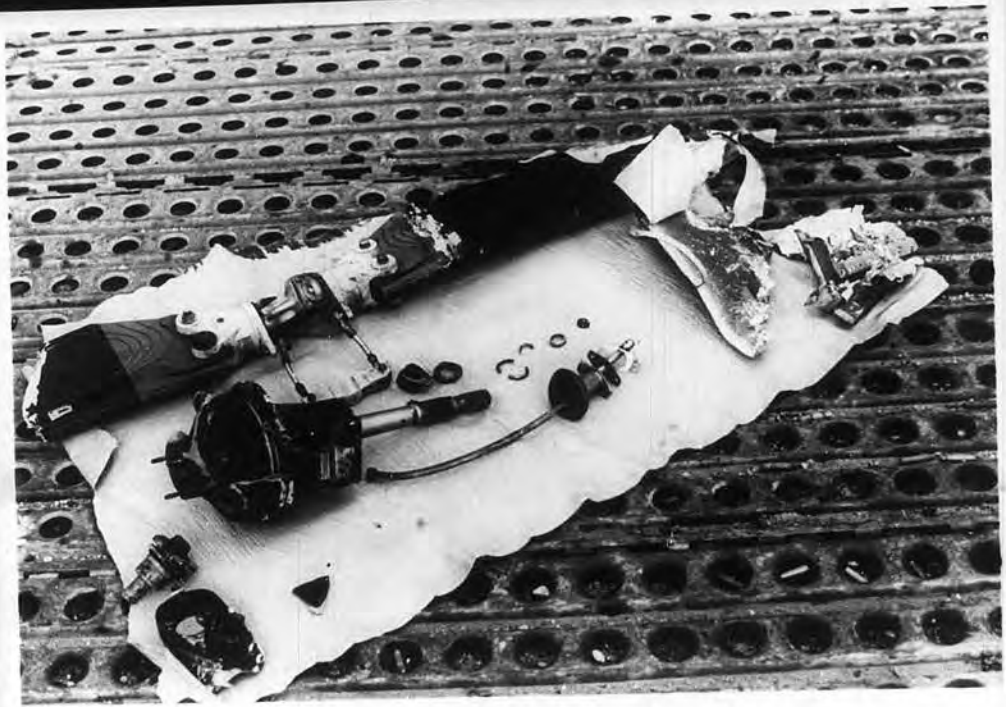
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCLOSURE (10) HA(L)-3 AAR T-66A



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES
ENCLOSURE (11) HA(L)-3 AAR 7-68A

ENCL (12) PLATE (1) HA(L)-3 AAR 7-68A
Showing position of the aircraft after the accident.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES



ENCL (12) PLATE (3) HA(L)-3 AAR 7-68A
Showing pieces of gear box and tail rotor assembly recovered.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ENCL (12) PLATE (4) HA(L)-3 AAR 7-68A
Showing re-assembled tail rotor pitch change mechanism.
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

HELICOPTER ATTACK (LIGHT) SQUADRON THREE
FPO SAN FRANCISCO 96601

HA(L)-3:bbA:mm
3750
Ser: 264
1 March 1968

From: Commanding Officer, Helicopter Attack (Light) Squadron THREE
To: Commander, Naval Aviation Safety Center

Subj: Medical Officer's Report, Enclosure (13) to HA(L)-3 AAR ser 7-68A; forwarding of

Ref: (a) HA(L)-3 AAR ser 7-68A of 29 Oct 1967

Encl: (1) Medical Officer's Report

1. In accordance with paragraph 4 of CO HA(L)-3 letter serial 908 of 11 December 1967 (first endorsement on reference (a)), enclosure (1) is hereby forwarded for inclusion to subject report as enclosure (13).

D. R. AYLESWORTH
By direction

Copy to:
NAVAVSAFECEN (w/2 copies of encl (1))
NAVAIRSYSCOM (AIR 404) (w/1 copy of encl (1))
COMFAIRWESTPAC (w/1 copy of encl (1))
NAVPLANTREPO BELL (w/1 copy of encl (1))
COMNAVAIRPAC (w/1 copy of encl (1))
USABAAR (w/1 copy of encl (1))
COMNAVFORV (w/1 copy of encl (1))

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

MEDICAL OFFICER'S REPORT OF A/C [redacted]CIDENT, INCIDENT, OR GROUND ACCID[redacted] — PAGE 5

OPNAV REPORT 3750-7

OPNAV FORM 3750-8F (REV. 2-63)

SPECIAL HANDLING REQUI[redacted] See OPNAV INST 3750.6E for instructions

SECTION G — ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT

LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION; PHASE CODES: A-ACCIDENT/MISHAP E-ESCAPE/EGRESS PHASE S-SURVIVAL R-RESCUE PHASE

1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION	2. MODIFICATION	3. RE-QUIRED	4. AVAIL-ABLE	5. NEED	6. USED	7. FAILED	9. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10½ plain paper if needed.)
HARDHAT APH5	NONE	YES	AE				
GLOVES	NONE	YES	AE				
COMBAT BOOTS	NONE	YES	AE				

SECTION H — NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

The Escape/Egress, Survival and Rescue phases were not significant as the accident occurred while in a hover above the Detachment's revetted parking pad alongside the runway at Vinh Long. Damage to the aircraft was not of the nature to hamper or impede the crew's exiting and there were no injuries sustained during any phase of the accident.

SQDN NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1-68-B	UH-1B	63-8672	ANS1 [redacted](b) (6)

NAME OF INDIVIDUAL

CAPOZZI, David J.

OP-05F

(b) (6)

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT — PAGE 6

OPNAV REPORT 3750-7

OPNAV FORM 3750-8G (REV. 2-62) — SPECIAL HANDLING REQUIRED. See OPNAV INST 3750.6E for instructions

SECTION I — DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

☐ WATER ☒ LAND ☐ OTHER

2. TYPE OF EGRESS

☐ EJECTION ☐ BAILOUT ☐ UNDERWATER ☐ NORMAL ☐ OTHER (State type)

S	E		REMARKS
		3. NOT ATTEMPTED	
		4. ATTEMPTED	
		5. ACCOMPLISHED	
		6. THRU CANOPY	

YES	NO	EGRESS DIFFICULTIES	IF YES, EXPLAIN DIFFICULTIES
	X	7. PRIOR TO EGRESS	
	X	8. DURING EGRESS	
	X	9. SUBSEQUENT TO EGRESS	

10. GIVE TYPE AND MODEL OF EJECTION SEAT USED: NA

11. METHOD OF FIRING SEAT: ☐ PRIMARY ☐ SECONDARY ☐ OTHER

12. SEQUENCE OF EJECTION: NA

13. POSITION OF SEAT ON EJECTION: ☐ UP ☐ DOWN ☐ FORWARD ☐ AFT ☐ OTHER

14. ATTITUDE OR MANEUVER OF A/C AT EXIT: NA

15. AIRSPEED: 0 (Estimated)

16. ALTITUDE AT TIME OF EXIT (FEET): ABOVE SEA LEVEL _____ ABOVE TOPOGRAPHY _____

17. ALTITUDE OF PARACHUTE OPENING: NA

18. WEIGHT: 7120 (Estimated)

19. TIME IN WATER: NA

20. TIME IN RAFT: NA

21. WIND VELOCITY: Unknown

22. WAVE HEIGHT: NA

23. WAVE INTERVAL: NA

24. AIR TEMPERATURE: 85° (Estimated)

25. WATER TEMPERATURE: NA

26. VISIBILITY: CAVU

27. ALERTING FACTORS: Involved no alerting factors as maintenance crew was on the scene

28. MEANS OF LOCATING ACCIDENT SITE: The accident occurred in the aircrafts revetment on the Air Field

29. MEANS OF LOCATING SURVIVOR: NA

30. No Survival Phase

31.

32.

33.

34.

35.

36. DID INDIVIDUAL DEPART FROM LANDING SITE? (If Yes, Explain reason and sequence up to rescue)

☒ NO ☐ YES

SECTION J — TRAINING FACTORS

1. DATE OF LAST TRAINING

LPC: None — EJECTION TOWER: None — EJECTION SEAT: None — SURVIVAL: May 1967

2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP (If yes, explain)

☒ NO ☐ YES

SQDR NO.	MODEL A/C	BUNO	IDENTIFICATION OF INDIVIDUAL
1-68-B	UH-1B	63-8672	AMS1 (b) (6)

NAME OF INDIVIDUAL: CAPOZZI, David J.

OP-05F

(b) (6)

(b) (6)

(b) (6)

(b) (6)

NNNNSCNASC826SLA432
OTTUZYUW RUMFCMU2374 3030800-UUUU--RUCILSA.
ZNR UUUUU ZOV RUMF 134

VV DDKRA649VV HVD825
OO RUENAAA RUEDBHB RUCILSA RUWJMUA RUWJABA RUCLPEA
DE RUMNVHH 070 3030710
ZNR UUUUU
O 300710Z OCT 67
FM HELATKLTRON THREE
TO RUENAAA/CNO
RUCILSA/NAVAVSAFECEN NORFOLK VA
RUEDBHB/NAVAIRSYSCOM WASH D.C.
INFO RUMSBB/CTF ONE ONE SIX
RUMSBB/COMNAVFORV
RUMSBB/USARV (SAFETY SECTION) SAIGON
RUMFKE/COMFAIRWESTPAC DET SAIGON
RUAUDA/COMFAIRWESTPAC
RUWJMUA/COMNAVAIRPAC
ZEN2/NAVPLANTREPO BELL, FT WORTH TEX.
RUEDBHB/CHNAVMAT
RUWJABA/DAS NORTON AFB CALIF
RUCLPEA/DIR USABAAR (FT RUCKER ALA)
BT

828/67

Prelim/Supp
AAR

UNCLAS FOR OFFICIAL USE ONLY
PRELIMINARY/SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT.
A. OPNAVINST 3750.6F
1. 29 OCT 1967 1440H DAY
2. UH-1B, 63-8672, HELATKLTRON THREE
3. HA(L)-3 DET 3 LINE, VINH LONG AIRFIELD, RVN
4. [redacted], LTJG, [redacted], USNR, CATIVE, G
5. THE REMAINING THREE CREW MEMBES WERE UNINJURED.
6. CHARLIE. TAIL ROTOR AND TAIL ROTOR GEAR BOX SEPARATED FROM AIRCRAFT CAUSING DAMAGE TO TAIL PYLON, MAIN ROTOR BLADES, AND HORIZONTAL STABILIZER. TAIL BOOM DAMAGED BY STRIKING REVETMENT. LANDING SKIDS AND SUPPORTING MEMBERS DAMAGED BY HARD LANDING.
7. TEST FLIGHT (IL) 0.3 FLT TIME.
8. SUSPECT TAIL ROTOR FAILURE WHILE EFFECTING LANDING FROM TWO (2) FOOT HOVER. LANDING WAS BEING MADE WITHIN THE AIRCRAFT'S NORMAL REVETTED LANDING PAD.
9. SUSPECTE TAIL ROTOR FAILURE DURING LANDING FOLLOWING A 15 MINUTE TEST FLIGHT. THE TWST FLIGHT WAS FLOWN TO DETERMINE IF A SEVERE VIBRATION IN THE MAIN ROTOR HEAD HAD BEEN ELIMINATED BY A PART CHANGE ON THE MAIN ROTOR HEAD . THE AIRCRAFT WAS BEING TURNED SLIGHTLY TO THE RIGHT (APPROX 15 DEGREES) TO A HEADING OF 080 FROM WHICH THE AIRCRAFT WAS TO BE LANDED FROM A TWO (2) FOOT HOVER WHEN THE SUSPECTED FAILURE OCCURED. FOLLOWING TAIL ROTOR SEPARATION . THE AIRCRAFT ROTATED RAPIDLY AND UNCONTROLLABLY TO THE RIGHT FOR

PAGE THREE RUMNV 070 UNCLAS
APPROXIMATELY 160 DEGREES WITH THE TAIL BOOM STRIKING THE TOP OF THE REVETMENT. THE PILOT INSTANTLY CLOSED THE THROTTLE AND LOWERED THE COLLECTIVE RESULTING IN A HARD LANDING IN A LEVEL ATTITUDE. NO INDICATIONS OF IMPENDING FAILURE WERE NOTED BY THE PILOT.
10. DUTY RUNWAY WAS 080 OR 260 DEPENDING ON THE DIRECTION FROM WHICH AIRCRAFT WERE APPROACHING FOR LANDING. WIND WAS 330 DEGREES AT 4 KNOTS. CLOUD COVERAGE REPORTED AS SCATTERED. THE TEMPERATURE WAS 85 DEGREES AND THE DEW POINT WAS 75 DEGREES. DENSITY ALTITUDE WAS 2,190 AND VISIBILITY WAS 7 MILES.
11. SUSPECT FAILURE OF ATTACHING HARDWARE FOR TAIL ROTOR CROSSHEAD, SLIDER AND PITCH CONTROL LINKS. SPECIFICALLY PART NO. WAS 679 44 (NUTS) AND PART NO AN 174-14A AND 15A (BOLTS) .
12. N/A
13. N/A
14. NONE
15. NONE
16. ROBERT W. SPENCER, CDR, U.S. NAVY
BT

(b)1539102) act 300710Z

UH-1B / 63-8672 USK AAR)3 10-29-67